

Intimations.

DAKIN BROS. OF CHINA, LIMITED, CHEMISTS.

DAKIN BROS. specialities suitable to the season's complaints:

INFLUENZA.
COLD IN THE HEAD.
CATARRH.

DAKIN BROS. remedy is prepared from a prescription of Sir R. MARTIN which proved exceedingly effective in cutting short attacks of these troublesome complaints.

In Bottles at cents 50. 51.

DAKIN BROTHERS' ANISEED AND LICORICE COUGH BALSAM.

For the relief of all Catarrhal Complaints, such as Coughs, Colds, Hoarseness, and Soreness of the Chest.

In Bottles at cents 50. 51.

DAKIN BROS. OF CHINA, LIMITED, LONDON—HONGKONG—AMOI.

(Telephone No. 66.)

Hongkong, 20th January, 1890.

WINES AND SPIRITS.



BY APPOINTMENT.

A. S. WATSON & CO., LD.
(ESTABLISHED A.D. 1841.)
HONGKONG.

WE invite attention to the following old landed brands, all of which are of excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best—growth at moderate prices.

In doing it is only necessary to state the name and quality of Wine or Spirit wanted, and initial letter for quality desired.

Orders through Local Post or by Telegram receive prompt attention.

PORTS. (For Invalids and general use.)

	Per Case.	Per Bottle.
A. Alto Duro, good quality, Green Capsule, 12	\$1.00	
B. Vintage, Superior, quality, Red Capsule, 12	1.10	
C. Fine Old Vintage, Superior, quality, Black Seal Capsule, 14	1.25	
D. Very Old Vintage, extra superior, Violet Capsule (Old Bottled), 18	1.50	

SHERRIES.

A. Delicate Pale Dry, dinner wine, Green Capsule, 6	0.60	
B. Superior Pale Dry, dinner wine, Green Seal Capsule, 50	0.75	
C. Manzanilla, Pale Natural Sherrie, White Capsule, 10	1.00	
CC. Superior Old Dry, Pale Natural, Sherry, Red Seal Capsule, 10	1.00	
D. Very Superior Old Pale Dry, choice Old Wine, White Seal Capsule, 10	1.00	
E. Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled), 14	1.52	

CLARETS.

A. Superior Breakfast Claret, Red Capsule, 4	\$1.50	
B. St. Estephe, Red Capsule, 450	5.00	
C. St. Julien, 7	7.50	
D. La Rose, 11	12.00	

BRANDY.

A. Hennessy's Old Pale, Red Capsule, 12	\$1.10	
B. Superior Very Old Cognac, Red Capsule, 14	1.25	
C. Very Old Liqueur Cognac, Red Capsule, 18	1.50	
D. Hennessy's Finest Very Old Liqueur Cognac, 24	2.00	

SCOTCH WHISKY.

A. Thorne's Blend, White Capsule, 8	0.75	
B. Watson's Glenorchy Mellow Blend, Blue Capsule, with Name and Trade Mark, 8	0.75	
C. Watson's Abouloir Glenlivet, Red Capsule, with Name and Trade Mark, 8	0.75	
D. Watson's H. K. D. Blend of the Finest Scotch Whiskies, Violet Capsule, 10	1.00	
E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule, 12	1.10	

IRISH WHISKY.

A. John Jameson's Old, Green Capsule, 8	0.75	
B. John Jameson's Fine Old, Green Capsule, 10	1.00	
C. John Jameson's Very Fine Old, Green Capsule, 12	1.10	
D. G. & W. BOURBON WHISKY, Green Old, Red Capsule, with Name, 10	1.00	

GIN.

A. Fine Old Tom, White Capsule, 450	0.40	
B. Fine Unsweetened, White Capsule, 450	0.40	
C. Fine A. V. H. Geneva, 450	0.50	

RUM.

A. Finest Old Jamaica, Violet Capsule, 12	1.00	
B. Good Lecward Island, 30 per Gallon.		

LIQUEURS.

Beneficent Maraschino		
Curacao		
Chartreuse		
Bitters, &c.		

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, and notices to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters or Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this paper (not later than Three o'clock) so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until commanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the East, and is therefore the best medium for advertising. The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1.

TO SUBSCRIBERS.

Subscribers to the Hongkong Telegraph are respectfully requested that all Subscriptions are payable in advance.

BIRTHS.

At Kowloon, on the 19th instant, the wife of GEORGE D. SCOTT, of a son. (162)
At No. 1, French Road, Shanghai, on the 13th instant, Mrs. F. SEIP, of a daughter.

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 20, 1890.

TELEGRAMS.

EGYPT.

LONDON, January 17th.

A terrible famine, attended by terrible mortality, has broken out in the Soudan.

THE CLEVELAND STREET SCANDAL.

Parke has been sentenced to twelve months imprisonment for libelling Lord Euston.

(From the Comercio)

THE SPANISH MINISTRY.

MADRID, January 7th.

Senor Sagasta has failed to form a ministry, and has resigned.

The Queen-Regent is consulting the leading politicians. The dissolution of the Cortes is probable.

January 10th.

The Queen has suspended her consultations, and it is believed that Senor Sagasta will carry on the Government.

THE INFLUENZA.

The mortality is diminishing.

THE KING OF SPAIN.

January 14th.

His Majesty is getting over the Influenza nicely.

LOCAL AND GENERAL.

To-morrow being Chinese New Year's Day, there will be no issue of the Hongkong Telegraph.

Mr. Osbert Chadwick's appointment to a seat on the Sanitary Board has been duly gazetted.

H.M.S. Orion, we learn, would probably leave Singapore for the Mediterranean, station to-day.

An earthquake of some intensity was felt in most of the Philippine Islands on the 14th inst., lasting about half a minute.

The returns of the number of visitors to the City Hall Museum for the week ending Jan. 10th, are:—Europeans 129; Chinese 1,024; total, 1,223.

INFLUENZA, we regret to learn, is prevalent throughout this colony, but whether the epidemic is of a serious type has yet to be ascertained.

The Gazette of last Saturday officially announces that Mr. Francis Fleming has assumed the duties of Colonial Secretary of this colony.

SERGT-MAJOR "Jack" Cameron was elected second lieutenant of the Shanghai Volunteer Artillery at a meeting of the corps held on the 15th inst.

Messrs. Adamson, Bell & Co. inform us that the "Shire" Line steamship *Carmarthenshire*, from London, K.C., left Singapore on the afternoon of the 18th inst., for this port.

According to a return in the Government Gazette the population of this colony is now estimated at 101,422—the British and foreign community 10,832, and the Chinese 183,590.

We are informed by the agents (Messrs. Jardine, Matheson & Co.) that the "Glen" liner *Glenfinlas*, from London, left Singapore yesterday morning for this port, and is due on the 26th inst.

The Shanghai Municipal Councilors for the current year—Messrs. John Macgregor, D. Brand, W. McDonald, G. H. Wheeler, J. W. Harding, Joseph Welch, M. Adler, Ph. Lieder, and D. C. Jansen.

NOTHING new in share business, and things are dull all round, but a change for the better may be confidently looked for immediately after the Chinese New Year. Money still continues uncomfortably tight.

A TELEGRAM reached here to-day that the steamer *Norja*, consigned to China from Middlesbrough, had gone down somewhere near Ceylon. It was her first voyage. Further particulars are wanting.We are informed by the agents (Messrs. D. Sassoon, Sons & Co.) that the steamer *Arcturion*, from London, left Singapore yesterday, and may be expected on or about the 26th inst.

His infantile Majesty of Spain, through his mamma the Queen-Regent, has approved of the new plan for the Manila lottery, by which the prize is to be \$45,000 in nine months of the year, \$30,000 in June, and \$90,000 in December.

Mr. E. L. O'MALLEY, the new Chief Justice of the Straits Settlements, and lately our own well-intentioned but abnormally sleepy Attorney General, is expected in Singapore by the Messager's Maritimes steamer *Ava* on or about the 6th February.

A JAPANESE critic has decided that Ssekisuiya is the greatest writer that Europe has produced, and places him on the same level with Rakantchiu (?) of China, and Bakin of Japan. Ssekisuiya is better known in England as the "Immortal William."

THE Band of the A. & S. Highlanders will play at the Officers' Mess, Murray Barracks, to-morrow evening, commencing at 8 o'clock. The following will be the programme:—

Selection—"Sembranza".....Royal.
"El Dorado".....Royal.
"La Mascotte".....Royal.
"Toccata".....Royal.
Selection—"Robert Bruce".....Royal.According to the *Batavia Nieuwsblad* the great progress made in developing the resources of British North Borneo has made a deep impression on the Minister for the Colonies in the Netherlands. He has therefore written to the Governor-General of Netherlands India, enquiring into the reason why, and asking for information as to the hindrances to similar developments in the Dutch possessions.

THE Dutch Government Gazette contains an official statement that the Rajah of Lombok denies the truth of the reports that have been going the rounds regarding the cruel executions of sundry runaway slaves in that island.

A CORRESPONDENT of the *Batavia Nieuwsblad* writing from Sambas sends word of the success of tobacco cultivation there. The first trial of cutting the leaf has answered beyond expectations. The consequence has been a rush for tobacco land in that quarter.THE *Java Bode* tells that the Masrui Bay Company started in Java fully a year ago, under a great flourish of trumpets, to grow tobacco in British North Borneo, has met such evil fortune that the shareholders have to choose between increasing the capital or ceasing to cultivate.MR. HENRY NORMAN is still a sojourner in Siam, and appears to have been taken much notice of by the go-ahead King of that country. The *General Post* "special" has evidently changed his plans, and will scarcely be able to give the world an account of his recent wanderings so early as he had previously arranged.THE Brazilian cruiser *Almirante Bessa* created some stir in Ceylon owing to allegations of cruel treatment made by four of the crew, who obtained their discharge from the ship on the ground that they had agreed to serve the Emperor and not a Republic. It is stated that numbers of the men have deserted at various ports on account of cruelty.THREE hundred and thirty-two deaths were registered in Hongkong for the month ended December 31st. Of that number *trismus nascentium* was responsible for fifty, 28 at the Italian Convent, and 22 at the Asile de la St. Enfant. Twenty-nine deaths at the Tung Wah Hospital are attributed to chronic lung disease and 21 to intermittent fever.

It must be cold work these raw mornings watching training operations in the Happy Valley from the top of the Black Rock; but we are informed that one notorious tout has been a conspicuous landmark there recently. Well, the position has at least one advantage—one who are living on their neighbours, and that all in February will go to the magistrates at Woking for aid. The silkmen at Nanjing, we have heard, have organised a famine relief on a grand scale. With a capital of several millions they will import rice and sell it—by the peck only—at a reduced price. In this region, Pingwang to Kinling, the silk will be on the market in June and afford relief, but the three spring months will be severe.

MR. CHARLES VIVIAN LADDS, proprietor of the markets and Grand Pandjaram of the slaughter-houses, is henceforth to be known as the Colonial Veterinary Surgeon, by command of the Governor.—Our African brethren who superintend the road-mending in the Colony, on the rare occasions when any is done, must, we suppose, be in future addressed as Inspectors-General, too.

THUS a Batavia contemporary.—Last month a wealthy Chinaman came to Batavia in his own steam yacht from Hongkong. He had been blind for two years, and had in vain sought for a doctor to operate upon him at Madras, Calcutta, Bombay, and Singapore. A physician at Batavia successfully performed the operation. The Chinaman, on recovering his sight, could not find words strong enough to express his thanks.

SATURDAY'S *Gazette* is a gem—with a G. like the Eiffel Tower. The examination papers given to the first class at Victoria College, at the examination, are published, and we ask the average reader to sit down and struggle with the first question in the paper on "General Intelligence." It is "Is it absolutely impossible for a wrong answer to satisfy the test of proof by casting out nines?" We should say so. But ask us another, anyhow.SAYS the *Shu Pao*: The Peking Field Force Arsenal has turned out 37 steel breech-loading rifled machine cannon, made of materials imported from abroad. Each is to be mounted on a two-wheeled gun-carriage, for the making of which Mr. Shao, a native, has a contract at Tis. 110 each,—all iron-work to be supplied by the Arsenal outside the contract. Ten are to be ready at once, the other 27 by the 3rd moon of the coming Chinese New Year.

THE Chinese New Year harvest of fires commenced on Saturday night. A little before eight o'clock flames were discovered issuing from house No. 229 Praya, a godown used by the Opium Farmer. There was very little inside; besides two coolies, and they got out, so when the Fire Brigade rushed up they had only a few rafters to put out. If the next house had not ablaze, though, the result would have been a big fire, for there were some hundreds of gallons of tar there. No. 229 was insured for \$8,000.

YU CHI-KAI, Provincial Treasurer and Acting Governor of Kuangtung Province, has, according to the *Hui Pao*, issued a proclamation relating to abuses in connection with the Temples of the Tutelary God of each City. It appears that the priest in charge of the Temple at Canton pays as much as from Tis. 7,000 to Tis. 10,000 for the post, recouping himself afterwards for his original outlay by all manner of extortions from the worshippers. Thus they are not allowed to bring in their incense-sticks or candles, but must buy these from the priest inside at ten times their value. They must also pay an exorbitant hire for space on the mats on which they perform their prostrations; and women are persuaded by the priest that a night's sleep on the mats in the temple, for which they pay a heavy hotel bill, to the priest, will ensure them male progeny. In the precincts of the temple quick doctors, astrologers, and charlatans of all kinds are allowed to erect their booths on payment of a fee. The Governor sternly announces his intention of doing away with all these abuses, which have heretofore been winked at by the city officials, who have each in succession received large bribes for their complicity.In Saturday's *Gazette* is printed the text of a Bill which is shortly to be introduced in the Legislative Council. It is an Ordinance to provide for and regulate a pension fund for the widows and children of public officers of the Colony. By its operations the Government will hereafter deduct four per cent. from the salary of any official entering the service, or of any now in it whose salary was previously less than \$240 a year, and inasmuch as that. Where is there? Any of the present officers can "chip in" at any future time on paying the back-calls, with compound interest. Subscriptions will cease after 35 years' service, or after the officer has attained the age of 50, or on leaving the service. Fire directors, annually appointed by the Governor, will administer the fund, which will furnish pensions to the widows and orphans of the contributors, subject to their being alive and able to apply for the same. Any officials being dismissed will lose all they have contributed, and anybody whose office is abolished without a pension being given, or anybody reduced, will be equally lucky. In fact, on reading the voluminous rules, it seems as if the chances of anybody who really needed it ever getting anything were extremely slender. We look to our unfortunates to decide whether our impression, that this is an attempt at forcing the Civil Servants into joining an arbitrarily conducted benefit society in which they can have no say, is right or not.

DURING the quarter ended the 31st ulto, 523 births and 1,202 deaths were reported to the Registrar General. Amongst the British and foreign community there were 47 births and 42 deaths; amongst the Chinese 475 births and 1,160 deaths.

We regret to note the death at the Singapore Hospital on the 9th inst. of Mr. John Marshall, who was for some years Editor of the *Straits Times*. About a year ago Mr. Marshall severed his connection with our Singapore contemporary, and went to Bangkok, where he practised his original profession of solicitor in addition to editing the *Siam Mercantile Gazette*. Owing to failing health he took a trip to Singapore, but broke down on the journey and died shortly after reaching the Hospital. The deceased gentleman was a native of Glasgow, and, it is a mistake not, was a graduate of Edinburgh University.

THE rifle shooting match between the two St. Clairs—who were the lowest for their respective teams in the late inter-port contest—has excited considerable interest amongst Singapore marksmen. The Singapore St. Clair fired his twenty-one rounds on the 9th inst.—seven each at two, five, and six hundred yards—scoring 30, 17, and 22 respectively, or a total of 79. This represents 16 points more than he made in the original contest, but if our St. Clair is in any thing like his usual form he will be easily, as the gallant Major has fairly earned the reputation of being one of the best shots in the British Army. Major St. Clair, by the way, went home by last mail, and will doubtless decide the battle over the Singapore range.

The Soochow correspondent of the *N. C. Daily News* writes on the 13th inst.—There are hard times ahead but no general starvation. There will be thousands and tens of thousands of families in extreme need—widows, the aged, the unemployed—and (many of) the liberal who often assist now lack the ability. Another drawback is that the "waters assuaged" so late that many of the farmers could not put in their winter crops. While there is nothing around Soochow like the famine-districts last year in Shantung, below here at Pingwang, and along the Kiangsu-Cheking line it is said that only one-fifth of the rice crop has been saved. It is reported that there are thousands without food who are living on their neighbours, and that all in February will go to the magistrates at Woking for aid. The silkmen at Nanjing, we have heard, have organised a famine relief on a grand scale. With a capital of several millions they will import rice and sell it—by the peck only—at a reduced price. In this region, Pingwang to Kinling, the silk will be on the market in June and afford relief, but the three spring months will be severe.

SIR KNIGHT D. GILLIES was installed Eminent Preceptor of the Victoria Preceptory of Knights Templar on Saturday night. He afterwards appointed the following officers:—Chaplain, Sir Knight G. C. Anderson; Constable, Sir Knight J. W. Croker; Marshal, Sir Knight G. P. Jordan; sub-Marshal, Sir Knight R. Cooke; Treasurer, Sir Knight R. Markwick; Registrar, Sir Knight D. Ball; Capt. of Guard, Sir Knight A. Gillanders; Almoner, Sir Knight P. Brewitt; Dir. of Arms, Sir Knight J. Mitchell; First Herald, Sir Knight E. C. Reynolds; Second Herald, Sir Knight Hercules J. Scott; Organist, Sir Knight H. H. Lightwood; Guard J. Maxwell. A Past Preceptor's jewel was voted to Eminent Sir Knight A. O'D. Gourdin for his services in the chair during the past year, and a Registrar's jewel to Sir Knight A. Seth, who has resigned that office in consequence of his approaching departure from the Colony on leave. Subsequently the degree of Knight of Malta was worked, when Sir Knight D. Gillies was installed as Eminent Prior, and appointed his officers as follows:—Captain-General, Sir Knight G. C. Anderson; Lieutenant-General, Sir Knight J. W. Croker; First Lieutenant, Sir Knight G. C. Cox; Second Lieutenant, Sir Knight G. P. Jordan; Prelate, Sir Knight R. Cooke; Registrar, Sir Knight J. D. Ball; Marshal, Sir Knight E. C. Reynolds; Admiral, Sir Knight H. H. Lightwood; Conservator, Sir Knight J. Mitchell; Bailiff, Sir Knight P. Brewitt; Turcopoler, Sir Knight J. Kirkwood; Chancellor, Sir Knight J. Bryant; Captain of the Guard, Sir Knight A. Gillanders; Guard, Sir Knight J. Maxwell.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. Justice Wile.)

CLAIMS FOR BACK PAY.

A Chinaman sued Captain O'Keefe, the well known trader of the *Caroline*, for \$67. Mr. Justice Wile decided. The plaintiff was a British lawyer, and was down with Captain O'Keefe to Yap some two or three years ago to build houses. He claimed that \$67 had been deducted from his wages. He admitted, however, that a present from a lady in Canton had laid him up in hospital at Yap for about two months, and that he wasn't much of a bricklayer for some time after that, so his lordship decided against him.

Another Celestial, Capt. O'Keefe's "boy," claimed \$193, on the same grounds. As he could not account for the disappearance of a quantity of his master's property whilst down there, his respect which he had been fined, he was similarly non-suited.

IN BANKRUPTCY.

(Before Mr. Fielding Clarke Acting Chief Justice.)

A CONTRACTOR WOUND UP.

Mr. Phillip applied, on behalf of Leung Lai Yun, for the adjudication of a contractor named Leung Pak Shan as bankrupt. The debt was \$500.—The latter sat placidly whilst the application was made, and was adjudged accordingly.

THE CRICKET WEEK.

Dr. Dobereck will have to go. After nearly three months of weather so dry that the office god died through cracking his hide, he has permitted at this festive season, when the cracker of the child-like Chinaman droppeth on the pedestrian from every verandah, and nearly two score of the flower of Singapore have come fifteen hundred miles to try our prowess at British sport. Dr. Dobereck, we repeat, has allowed a rain that looks like a forty-days drizzle to set in. It started yesterday, about two hours before the mail arrived, and it has drizzled in a faint-hearted way ever since, with the result that the Cricket Ground is completely sodden. Our sporting visitors are accompanied by several ladies and friends, and are all fit and well, though a trifle "short" in respect of weight. They are staying with various friends in the colony, however, and will soon change all that. They spent most of today in visiting the local sights, including the Gaol, Courts, Kialao, and other cheerful places. They were having had a wet training, but the weather prevented them. To-night, they will dine with the Hongkong Cricket Committee and the home eleven, afterwards attending the monthly smoking concert given by the Musical Club.

To-morrow afternoon, weather permitting, the tennis matches will be played. Mr. E. J. Coxon meeting Mr. Braddell in the singles, and joining with Mr. W. H. Wallace against Messrs. Birch and Braddell in the doubles, if time will allow.

On Wednesday the cricket match will begin at eleven. At night, probably, the billiard match will come off at the Club. The names of several of our leading amateurs have been mentioned, but we understand that no-one has yet been selected to meet Mr. Braddell, the Singapore champion. We don't think there will be much interest evinced over the match, judging by the arrangements that are being made; the Hongkong Committee seem to want it to be a Club & Club match, from witnessing which the few "public" are to be excluded. The Hongkong maintains its reputation for snobbishness.

On Thursday the cricket match will be continued, and in the evening the Pantomime will absorb everybody's attention.

On Friday, if the match has not been previously finished, it will be resumed, or the return match will be commenced. In afternoon the Regatta will commence, when the following races will be rowed:—

330—Singapore v. Hongkong (four) Cup presented by E. R. Bellios Esq.

400—Scratch four.

430—Singapore v. Hongkong (single sculls) Cup presented by the Hon. J. J. Keswick.

At night the visitors will be the guests of the "Tarantulas" at a dance.

Saturday will see some more cricket, and the Regatta will continue, as follows:—

330—Four oared race between Singapore, Officers 1st & A. S. Highlanders, Officers H.M.S. *Imperieuse*, and the Victoria Recreation Club, for a Cup presented by the Hon. C. P. Chater.

400—Scratch four.

430—Singapore v. Hongkong (double sculls) Cup presented by H. N. Medley Esq.

The races will be rowed over the usual mile course. In Wednesday's issue we hope to be able to give the names and weights of the competing crews.

In the evening the Cricket Dinner will take place.

On Monday, the visitors have not been wiped off the face of the earth by our men, they may have a turn with the United Services. At night the Cricket Ball will take place.

On Tuesday they will see Hongkong nights, and on Wednesday they will depart, by the *Clyde*.

CORRESPONDENCE.

(We do not necessarily endorse the opinion expressed by Correspondents in this column.)

KEROSENE OIL AS CARGO.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—I read an article in your issue of the 16th, entitled "New Uses for Kerosene Oil," and I was very sorry to see so serious a subject treated with so much levity. There is an old saying that "truth is stranger than fiction," and some people reading the article might think it was written in jest only. I have been in one of the Hoikow steamers, and have often wondered at the loose and careless way that kerosene is carried as deck cargo. The hint about the cases being stacked around the boiler and funnel casings is perfectly true, only a small space being left in order to get past, and in some vessels, not even that. As regards the loose oil floating about the deck, I agree with the writer that it cannot be helped, but it is a nuisance all the same. I have often had my shoes soaked through with it, and have seen it running over the ship's side. On one occasion I ventured to speak to the Captain about the risk he was running by stowing it on the top of steam pipes, and I was told that it was perfectly safe, as it would not catch fire even if put on the galley stove! Now, Sir, where ignorance is bliss, it may be folly to be wise, but at the same time all that a man hath will he give for his skin, and we must not forget that we are constantly hearing of cases of vessels being set on fire by kerosene oil, and there has been one lamentable case (the *Wat Yuen*) not very long ago either. Therefore I think it very wrong to treat so serious a matter in the light of a jest; but rather to try to do whatever is possible to prevent accidents occurring through ignorance and carelessness.

Yours truly,

ONE WHO KNOWS.
Hongkong, 18th January, 1890.

PIRACY ON THE TONQUIN FRONTIER.

(FROM A CORRESPONDENT.)

Lung-chow, 5th January, 1890.

On the 1st inst. as Lieut. Guerin, of the French Marines, was journeying by boat from Cao-bang to Lun-chow, he was attacked by a gang of Chinese pirates, who repeatedly shot at the boat, and eventually hit the lieutenant in the elbow.

The place selected for the attack is on the Tonquin side of the boundary, and Mr. Guerin's boatmen, stimulated by the bullets that were flying round them put on a good sport and succeeded in reaching the frontier, where just inside Chinese territory is a camp of "thieves." The Mandarin in charge of this camp received the wounded Frenchman, who was in a fainting condition, most kindly, and as quickly as possible communicated with the nearest French military post, from which a party of soldiers, were sent to take charge of the wounded officer, who returned to Cao-bang for medical treatment.

Affairs of this kind are by no means uncommon on the French side of the boundary, and in

Shipping.

STEAMERS.

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON, HAMBURG AND ANTWERP.

THE Steamship "DENHIGHSIRE,"

Captain Vyryan, will be despatched on or about 20th January.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 11th December, 1889. [1476]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Allison, Commander, will be despatched as above on FRIDAY, the 24th January, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th January, 1890. [48]

THE "GIBB" LINE OF STEAMERS.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

(Taking through Cargo for ADELAIDE, TASMANIA, and NEW ZEALAND.)

THE British Steamship

"SIKH,"

Captain Rowley, will be despatched as above, on the 23rd inst.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers.

Hongkong, 8th January, 1890. [109]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE, VIA SOUTHERLY.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"TANNADICE,"

Captain Helms, will be despatched for the above Ports, on FRIDAY, the 24th instant, at 4 P.M.

For Freight or Passage, apply to RUSSELL & Co., Agents.

Hongkong, 20th January, 1890. [104]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"ANCONA,"

Captain W. D. Mudie, will leave for the above places, on FRIDAY, the 31st instant, at DAY-LIGHT.

E. L. WOODIN, Superintendent.

Hongkong, 18th January, 1890. [13]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"IMPERIAL,"

J. E. Crosby, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 14th January, 1890. [132]

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA THE OVERLAND RAILWAYS.

AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"BELGIC,"

will be despatched for San Francisco, via Yokohama, on THURSDAY, the 13th February, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco.....\$225.00

To San Francisco and return.....393.75

available for 6 months.....325.00

To London.....325.00

To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 18th January, 1890. [4]

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON; BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship

"CLYDE," Capt. J. L. Parfith, R.N.R., with Her Majesty's Mail, will be despatched from this for LONDON VIA BOMBAY & SUEZ CANAL, on WEDNESDAY, the 29th January, at NOON.

Cargo will be received on board until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 18th January, 1890. [1]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CHINA,"

will be despatched for San Francisco, via Yokohama, on THURSDAY, the 30th January, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco.....\$225.00

To San Francisco and return.....393.75

available for 6 months.....325.00

To London.....325.00

To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 18th January, 1890. [13]

THE CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,

VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"ABYSSINIA,"

1,651 Tons Register, Lee, Commander, will be despatched for VANCOUVER, B.C., via INLAND SEA, KOBE & YOKOHAMA, on THURSDAY, the 6th February, at NOON.

To be followed by the S.S. "PARTHIA" on the 6th March and "BATAVIA" on the 3rd April.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver and Victoria.....\$210.00

To Montreal New York, &c.....290.00

To Liverpool.....325.00

To London.....330.00

To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 5th Feb.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For Information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 9th January, 1890. [14]

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Titan	Liverpool	January 22nd	Butterfield & Swire.
Athle	Port Darwin	January 24th	Russell & Co.
Carmarthenshire	London	January 25th	Adamson, Bell & Co.
Glenfalls	London	January 26th	Jardine, Matheson & Co.
Arratoon Apar	Calcutta	January 26th	D. Sassoon, Sons & Co.
Lombardy	Bombay	January 31st	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Clyde	P. & O. S. N. Co.	Jan. 29th, at noon.
London, via Suez Canal	Telamon	Butterfield & Swire.	To-morrow, at 4 p.m.
Marseilles, via Saigon, &c.	Saghalien	Messageries Maritimes.	Jan. 22nd, at noon.
Havre, London, &c.	Denbighshire	Adamson, Bell & Co.	About 20th Jan.
San Francisco, via Ythama	Belgia	O. & O. S. S. Co.	Jan. 24th, at 10 a.m.
San Francisco, via Ythama	Electra	Pacific Mail S. S. Co.	Jan. 24th, at 1 p.m.
Vancouver, B.C., via L. & N.	Abyssinia	Adamson, Bell & Co.	Feb. 6th, at noon.
Port Darwin, &c.	Tainan	Butterfield & Swire.	Jan. 24th, at noon.
Queensland Ports, &c.	Sikh	Gibb, Livingston & Co.	January 23rd.
Sydney, Melbourne, &c.	Tannadice	Russell & Co.	Jan. 24th, at 4 p.m.
Sandakan, Kudat, &c.	Memnon	Butterfield & Swire.	January 31st.
Yokohama, via Nag., &c.	P. & O. S. N. Co.	P. & O. S. N. Co.	Jan. 31st, daylight.
Yokohama and Kobe	Kashgar	Adamson, Bell & Co.	About Jan. 26th.
Nagasaki, Hakata, &c.	Carmarthenshire	Adamson, Bell & Co.	January 24th.
Shanghai, via Amoy	Titan	Butterfield & Swire.	

Intimations.

INTIMATION.

J. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS, AND

PROVISION MERCHANTS, NAVY CONTRACTORS, AND

GENERAL COMMISSION AGENTS.

No. 11, Praya Central, (Opposite Paddy's Wharf).

SOLE AGENTS for

RAHTIEN'S

GENUINE

COMPOSITION

FOR THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS PRESERVATIVE AGAINST ROTTING, DECAY, &c., of WOOD.

CHR. MOTZ & Co., BORDEAUX CLARETS.

MAX HASEN'S FRANKFURT ON M. CONSERVED MEATS, VEGETABLES AND FRUIT.

CEMENT from the celebrated Factory of Hemmoor.

SWEDISH TAR AND OREGON PINE LUMBER.

FLensburg STOCKBEER, ENGINEERS AND BLACKSMITHS' MACHINERY AND TOOLS.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

ALL KINDS OF COALS

SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 26th June, 1889. [130]

Dr. Knorr's

ANTIPYRINE.

(Dose for Adults 15 to 25 grains troy).

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSEPLAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had at every reputed Chemist and Druggist. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

Supplies constantly on hand at JUSTUS LEMBEKE & Co., Hongkong and Shanghai—Sole Agents for China. Beware of spurious imitations!

Hongkong 20th May, 1889. [139]

NOTICE.

P. C. FULLERT,

LICENSED INLAND SEA PILOT,

NAGASAKI.

Will meet ships off

YOSIMA OR ROKUREN.

Telegraphic address: FULLERT, Nagasaki.

FULLERT, Kobe.

19th November, 1889. [129]

NOTICE.

JEY'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEY'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 10th June, 1889. [171]

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS

are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, 25th August, 1889. [175]

A. G. GORDON & CO., LIMITED.

ENGINEERS, LAUNCH BUILDERS, CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON AND TIMBER MERCHANTS.

WORKS: BOWINGTON, EAST POINT.

OFFICE: 9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED, Hongkong, 1st May, 1889. [154]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Valjouvrier and Gallet's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES, No. 8, Queen's Road Central. [143]

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.

12 to 2 P.M. every half hour (Tiffin Car at 12.45).

3 to 7.30 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAMS at 10.30 and 11 P.M.

SATURDAYS.

NIGHT TRAMS at 8.45, 9.10, 10.30, 11 P.M.

SUNDAYS.

10.40 A.M.; 12 (NOON) to 2 P.M. every quarter of an hour.

3 to 7.30 P.M. every quarter of an hour.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.